

Engine 110 model year 1974, California Emission Control System

### Test equipment

Revolution counter

### Test No. 1

Disconnect center air hose on air filter.

#### Result:

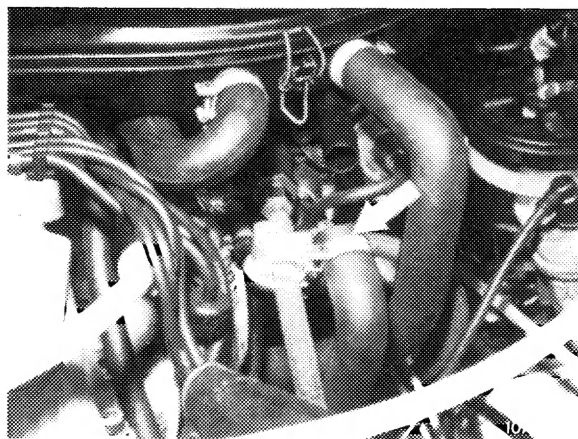
There should be air flow present.

### Test No. 2

Increase engine speed slowly to above 3450/min.

#### Result:

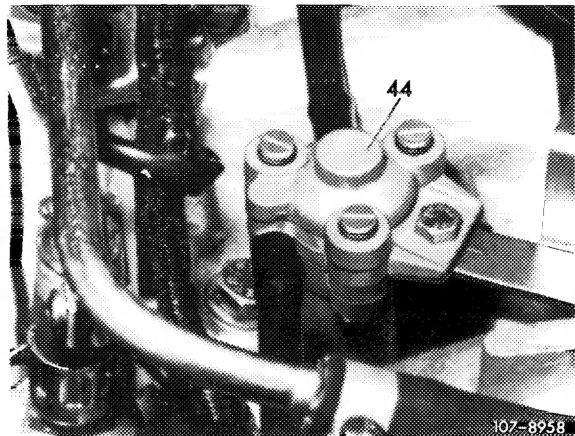
The air flow in the air injection hose should stop at approximately 3450/min.



Engine 117 model year 1974, California Emission Control System

### Test equipment

CO tester



#### Test No. 1

Remove air filter housing and put aside **without unplugging** warm air sensor. Disconnect brown vacuum line at diverter control valve (44). Increase engine speed to above 2000/min. Release throttle linkage.

#### Result:

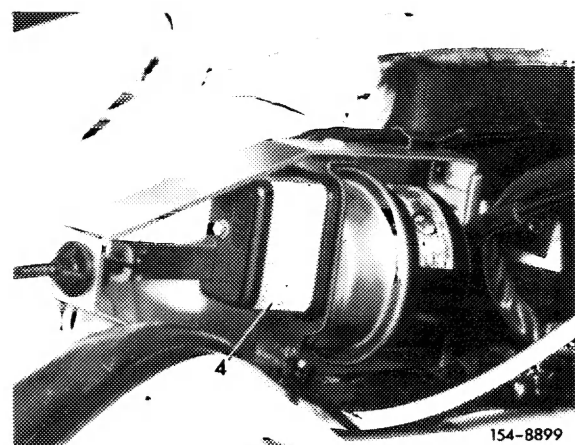
Vacuum should be present at the port of the diverter control valve only when the throttle linkage is released (hissing noise).

#### Test No. 2

Test CO values with CO tester.

#### Result:

Should be max. 1.0 % CO **with** air injection.



#### Test No. 3

Test CO values with CO tester **without** air injection.

For this test, remove air filter housing and put aside **without unplugging** warm air sensor.

Disconnect brown vacuum line at diverter control valve and connect this line to vacuum supply line for cruise control actuator (4).

#### Result:

More than 1.0 % CO **without** air injection.